



The Spinnaker

The official magazine of the Evans Bay Yacht & Motor Boat Club

June 2008



Clockwise from top-left - Coriander gives Wakarere a run for their money at the start of the East-West Dash (page 4), the long-awaited launching of Tiua (page 9) and Club Member Chris Fox wins gold at the Waka Ama Nationals (page 8).

Racing and Events Calendar

Friday, 13th June
New Members Night

Saturday, 14th June
Start of the Winter Series

Late June-early July
Prize-giving & barbecue

June 29th
Showing of 'Deep Water'

Late July
Club AGM

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The Spinnaker is produced bi-monthly, contributions (written and photographic) are welcome.

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Next Issue – August 2008

Commodore's Report

Your management team has been very busy and I believe that the club is moving in a positive direction. Congratulations to Daryl McGee and his team who yet again ran a great East-West Dash. It is the work that goes into this event year after year that makes it so successful. Thank you, Daryl and team.

As advised, the club is purchasing a second Feva and the Learn-to-Sail instructors are doing great work, not only introducing trainees to sailing but also encouraging these students to join our club. Hal Wagstaff' (brother of Gary) lent two skiffs to our club, which was very generous of him. While these dinghies are not suitable for teaching, they are great craft for students who have successfully passed the course. We have a number of sailors who have the experience to sail these craft, so it would be good to see these two dinghies getting more use. It could be a case of use them or lose them.

A lot of good work has been done by Learn-to-Sail, and we need to find ways to keep these sailors as members. In this regard, MANCOM recently agreed to these sailors becoming members of the club following the completion of their course. If we are not successful in increasing young and family membership we will have problems growing our club.

Yvonne is taking a well earned break, but arrangements have been made to continue Friday evening meals and these have been well received by members.

MANCOM is again considering proposals for a café on our premises, and has invited three interested parties to submit proposals. One of the interested parties is looking at the upstairs area which may be an advantage. If the café is located on the top floor it will leave the ground floor available for the operation of the club, and we would still be in a position to rent out the ground floor as we do now; this would subsequently have minimal adverse effect on associated clubs and their members. Following MANCOM's deliberations, members will be consulted prior to making a decision on whether or not to proceed.

A Focus group has been established with Rick Martin as chairperson. The purpose of the group is to make recommendations to MANCOM on a number of issues relating to increasing membership, and creating a club atmosphere where members and their families want to spend time. The Focus Group will also make recommendations on strategies to encourage members to participate in club sailing and the racing programme. However, not all members want to race, so the group will also be looking at other on-the-water activities (continued over).

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If any members have ideas please pass them on to the Focus Group Committee. The committee members are: Daryl McGee, Noel Thompson, Warren Rankin, Alison Pritchard, Rodger Wilson & Jennifer Loader.

MANCOM has made the decision to proceed with building the disability toilet/shower facilities, and the funds needed to commence building must be raised asap. This project has been under consideration for some time now and the facilities are urgently required. We have agreed to hand over the fundraising to a party recommended by Sailability, who have been very successful raising funds for Sailability Auckland and other similar projects.

It is not long until the club's AGM, most likely to be held in July, so it is most important that you attend and participate. There are many issues to be considered, particularly the direction our club needs to take to build for the future. It is also the opportunity for members to put their names forward for elected positions. This club could not operate without our volunteers, and we have been very lucky to have members who work and give of their time to ensure membership enjoy our facilities and club racing. We will be having a function shortly for our volunteers, to show our appreciation of their contribution, without which the club could not operate.



On Sunday, 25th May I had the pleasure of speaking to an ex-member of EBYMBC, Mr Trevor Watt. Mr Watt's father William Watt was a past Rear Commodore, Vice Commodore, Commodore (1958-60) and Life Member of our Club. Trevor was also an Evans Bay member and served on a number of committees including the sailing and social committees.

He told me that in the early days they had monthly film evenings at which Trevor was the projectionist, and it was not unusual to have up to fifty people attend. Trevor Watt has generously gifted his father's flags and blazer to the club, with a copy of film taken by him in these early years. It is our

intention to have a film evening and invite Trevor to attend, it would also be great if we could have a good turn out of our old salts who may be able to fill in the gaps by recognising sailors in the film and also some of the unidentified yachts.

You will notice the inclusion of the Club Constitution with this month's magazine, this is the version ratified at the SGM on February 14th, hence a copy is being provided to all club members.

John Seggie

2007 - 2008 Management Committee Officers

| | | | |
|--------------------------------|-----------------------------|-----------------|--|
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Daryl McGee tells us that it seems one of our well known female members is also a very ardent supporter of Trade Aid - apparently all you have to do to qualify is be sent in to buy a packet of tea (in Picton), coming out later minus \$100 for other 'essentials' is the entry fee!!

East-West Dash



On a wet and blustery southerly day the avid and intrepid Evans Bay boaties set out for Eastbourne. Many of them plotting and hatching their way to victory much like Penelope Pitstop, Dick Darstardly and Mutly in the Whacky races.

I can't really tell you what went on at the Pavilion, as I was standing guard with Mike & Ann Usher, protecting Wakarere and Mystic from the dashing and crashing waves brought on by the East-West Ferry. But I gather it was a damp affair, punctuated by some cracking gins with a dash of tonic (Deidre never made it to the club house).

The Wak was entered in the race as a motor launch by ever cunning Skipper Matt, which Coriander failed to notice, and as young Clarke (from the October LTS group) sprinted down the pier, having escaped the clutches of Daryl McGee and 'wrestled an old man' to win the race to the "launch". As we set forth at a cracking 19 knots using engine, main and foresails (there might be a wee exaggeration there but we were thumping), Coriander took the lead and maintained it, but staying close enough to watch when we dropped our sails at Kau Bay before approaching Shelley Bay.

Some of the more conventional launches had made it back before we did, and therefore were on hand to see us transfer our youngest and keenest crew member to shore. This was not a graceful nor effortless passage, and to quote Clarke, he won't be making babies for a while now. Despite his agony, he gallantly sprinted to the finish to down his chosen refreshment, before doing a lap of honour or two of the club forecourt.

Greg White totally blew his carbon footprint, by making it back in 14 minutes (or so they say) so Coriander's effort was fruitless. However, Doug did win a spot prize (the Commodore and son both won the antifoul kindly sponsored by Resene, calls of rigging briefly drowned Daryl's MC'ing). The Waka women made an all time record of 67 minutes back in some severe swells and chops, along with a hearty flotilla of 420's, one of which was cunningly towed to Eastbourne, plus PT's, Feva's, skiffs and everything in between.



Port Nick even sent a catamaran called St Lawrence, some of you might recognise her from terrorising races up and down the harbour, sorry, I meant tearing through races up and down the harbour.

Mrs McGee and a band of helpers put on an amazing feast in the good ship House, and I must personally thank Mr McGee for my spot prize, a litre of rum.....

Anon

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East-West Dash 5th April 2008 - Results

32 Boats entered with 106 people aboard. Air temperature 19°C, Constant rain

Race started 1340 hrs in 6 knot southerly breeze which increased to 10 knots up Evans Bay

| | Place | Boat Name | Skipper | m | s |
|-----------------------------|-------|--------------|-----------------|----|----|
| DIV B: Division 2 Tys | 1 | Tarantula | Warren Rankin | 78 | 11 |
| | 2 | Seadate | Craig Ryburn | 78 | 50 |
| | 3 | Phoebe | Tom Hesketh | 84 | 30 |
| | | | | | |
| DIV C: Open C/Boards | 1 | 470 #160 | Mark Hill | 75 | 13 |
| | 2 | Loose Goose | Ryan Leatham | 90 | 41 |
| | 3 | # 52721 | ? | 93 | 34 |
| | | | | | |
| DIV D: Catamarans | 1 | St. Lawrence | Kyle Radersma | 61 | 50 |
| | 2 | Skytrain | Peter Robins | 62 | 42 |
| | 3 | Pompuss | Jane Thomassen | 66 | 12 |
| | | | | | |
| DIV E: Cruising Yachts | 1 | Mystic | Mike Usher | 88 | 04 |
| | 2 | Wakarere | Matt McCullough | | |
| | 3 | Coriander | Doug Young | | |
| | | | | | |
| DIV F: Launches/Power boats | 1 | Zacs | Greg White | 14 | 58 |
| | 2 | Reflex | Dave Taylor | 43 | 30 |
| | 3 | Monty | John Reid | 84 | 07 |
| | | | | | |
| DIV G: Wakas | 1 | Coz We Can | The Girls! | 67 | 43 |

The East West Dash event would not be possible without our major sponsor **DB Breweries**

**and Pak 'n Save (Petone), Malthouse, Resene,
Harvey Norman (Tory St), Altex Coatings, Copthorne Solway Park**

| | | | |
|--|--------------------------------|-----------------|--------|
| SWEEPSTAKE (on fastest time G Div) | \$ 49 | Clark | Cruise |
| BOTTLE OF CHAMPAGNE | PAK 'N SAVE | Amanda Tromo | Waka |
| BOTTLE OF CHAMPAGNE | PAK 'N SAVE | Yvonne Mexted | House |
| BOTTLE OF CHAMPAGNE | PAK 'N SAVE | Tom Huckell | TY |
| BOTTLE OF CHAMPAGNE | PAK 'N SAVE | Lim Jorte | Cruise |
| BOAT PRODUCT VCHRS | ALTEX COATINGS | Grant Rawson | TY |
| BOAT PRODUCT VCHRS | ALTEX COATINGS | Andre la Borde | Cruise |
| BOAT PRODUCT VCHRS | ALTEX COATINGS | Mike O'Sullivan | Cats |
| BOTTLE OF RUM | MALTHOUSE | Tottie Cam/Lam | Cruise |
| FOOD & DRINK VOUCHER | MALTHOUSE | George Giddings | TY |
| FOOD & DRINK VOUCHER | MALTHOUSE | Warren Rankin | TY |
| FOOD & DRINK VOUCHER | MALTHOUSE | Mike Appleyard | Rescue |
| 4 LITRES ANTIFOUL PAINT | ALTEX COATINGS | John Seggie | Cruise |
| 4 LITRES ANTIFOUL PAINT | ALTEX COATINGS | Craig Seggie | Cruise |
| PHILLIPS ROOM PURIFIER | PAK 'N SAVE (Petone) | David Grainger | CB |
| EXPRESSO COFFEE MACHINE | HARVEY NORMAN (Tory St) | Brent Cleator | CB |
| "CHAMPAGNE REVIVER" (WEEKEND FOR 2) | SOLWAY PARK | Angela Schofer | Waka |



NowCasting

Coastguard has introduced a VHF Ch 23 radio weather reporting system into Wellington. Appropriately named *NowCasting*, the service provides mariners with “up to the minute” weather conditions which are happening NOW at critical locations within the local VHF radio coverage area. The objective is to improve marine safety by providing all mariners, professional or amateur, a 24 hour continuous automatic information stream of the latest possible weather information, so that they can make better decisions about commencing or continuing their journeys.

NowCasting was first introduced into the Hauraki Gulf by Auckland Coastguard some twenty years ago and is considered by their members to be one of the top safety services provided by Coastguard.

The service was introduced into the greater Wellington/Cook Strait area some 12 months ago and is providing excellent coverage of Wellington Harbour, Cook Strait, Marlborough Sounds and the west coast of the North Island as far as Levin. This was Phase One of a four phase project which will see further *NowCasting* broadcasting sites being established throughout Central Region and a good part of the rest of New Zealand. We have now introduced *NowCasting* into Nelson on VHF Channel 21. This covers the Golden & Tasman Bays area.

Wind is the most critical factor in knowing the sea-conditions. Coastguard uses automatic anemometers positioned at critical sites, which are radio-interrogated every sixty seconds. The data is brought back to a central computer and broadcast on VHF radio using recorded voice segments. Recordings of the latest marine forecast, tide times plus station notices complete the repeating circuit.

Wind information for *NowCasting* at Wellington is gathered from the following sites:

- Karori Rock (Coastguard site)
- Wellington Airport
- Cape Campbell
- The Brothers Islands
- Stephens Island
- Mana Island

While the broadcast sites provides data for those specific areas, it provides the listener with an understanding as to what can be expected in regard to local conditions and what can be expected in Cook Strait.

The *NowCasting* broadcast consists of:

- **NowCasting:** Voice announcement of 1-minute-old data of PEAK, AVERAGE and DIRECTION wind-strength from the automatic wind stations sited at headlands, channels or significant waypoints in the coverage area.
- **Weather forecast:** The latest MetService marine forecast(s) for *Abel*, *Stephens* and *Cook* areas.
- **Tides:** Announcement of Wellington high & low tide times and heights
- **Marine Safety Notices:** Local notices of hazards, or other marine safety items.

Coastguard New Zealand developed the technology and software to provide the service which is provided free-to-air at Coastguard’s cost, assisted by sponsors and supporters. MetService works with Coastguard on the data-gathering, as the data is also input to national marine forecasting to improve their quality.

We were very fortunate in obtaining a broadcasting site on Out Look Hill (near Cape Terawhiti) which; with over 500 metres of elevation provides a huge VHF coverage area. Reports to date show that the broadcast can be heard as far afield as Picton in the South Island, and on the beach at Foxton, on the North Island’s west coast.

Regional Manager for Central Region, Phil Pollero said "We have been very fortunate in the support we have had in getting *NowCasting* off the ground in Central Region, from the land owners at Cape Terawhiti, MetService NZ Ltd, Kevin O'Sullivan and John Cowan (our men on the ground who made this happen), Coastguard volunteers at Kapiti and Wellington who dug holes, laid concrete and help set up the system for the Karori Rock site through to Coastguard New Zealand and the Scottwood Trust who provided the funding, they have all been invaluable as without everyone's contribution we would not be in a position to provide this safety service to the boating community".

And a reminder, where can you find *NowCasting* on your marine VHF radio? :

Channel 23.

Footnote: As *NowCasting* is reliant on computers and radios, on occasions we do experience technical glitches in the broadcasts. If you note a 'glitch', please let me know so as soon as possible on 0274 778 193 so we can continue to provide this valuable service to your boating community.

Phil Pollero
Regional Manager
Coastguard Central Region
0274 778 193

Yachting New Zealand is pleased to announce the 2008 NZL Yachting Trust Youth Team

Cushla Hume-Merry has been included in this team of ten sailors, who will travel to Aarhus, Denmark in July to represent New Zealand at the ISAF Youth World Championships. The 2008 ISAF Youth World Championships is set to be one of the biggest ever with 59 nations and 250 sailors already signed up to compete in Denmark from 10-19 July.

This is a team of extremely talented young sailors, four of whom have the experience of having been in the team in previous years. Not only will the New Zealand sailors be looking for medals in their respective classes, they will also be looking for a good performance in the Volvo Trophy presented to the best performing nation. In 2007 the New Zealand team was the third nation behind Australia and Denmark.

For Cushla, this will be her third year in the national youth team having represented New Zealand in both 2006 and 2007. Cushla also won the 2008 Laser Radial Youth Female Champ award at Taupo in February.

Wellington Harbour 101: Matiu (Somes Island) and Mākaro (Ward Island)

These islands were named by the explorer Kupe after his daughters, and were occupied by a succession of Māori tribes. After British settlement they were renamed Somes Island and Ward Island, after the deputy governor and secretary of the New Zealand Company.

Somes Island later became a quarantine station, then an internment camp for enemy aliens during both world wars. More recently, rats and other pests have been eradicated and the 25-hectare island has become part of the conservation estate. Volunteers from the Royal Forest and Bird Protection Society have planted more than 90,000 trees since 1981. Tuatara, wētā and native birds such as kākāriki (parrots) have recently been released. About 10,000 people visit the island each year.

The much smaller Mākaro (Ward Island) has been largely ignored. Steep-sided and clothed in impenetrable taupata, it is frequented only by seabirds (courtesy of www.teara.govt.nz).

One atom says to another, "I've lost one of my electrons", "Are you sure?" his mate asks, "I'm positive".



Affiliated Club Update

Chris Fox, a member of Evans Bay Yacht Club, and who is the National & International World Sprint and Long Distance Waka Ama Outrigger Canoeist champ, did it again at the NZ Waka Ama sprint championship sprints this year held on Lake Karapiro. Chris represented and paddled for Kokiri Marae Tai Patu Waka Ama Club in Petone as she has done previously. (Chris is framed in the photo on the front page, taken while competing in the Round-Rarotonga race).

Team Kokiri came away with a gold medal in the Open Women 1500m sprints, and another gold in the double hull W12 500m, as well as a bronze in the W6 500m. This was an absolute stunning win, with coach Rob Taggart pushing the six strong women extremely hard leading up to Nationals and gaining a great result. Saturday, 5th April, Team Kokiri raced in one of NZs largest long distance on the water Waka Ama races in Tauranga and won the open women's division, completing the 25km non-stop waka race in 1hr 59min & 38 seconds. Well done ladies.



Three teams represented Evans Bay based Tai Tonga at the Nationals - one mens, and two women crews - & trained extremely hard on Evans Bay in preparation for this event, held on Lake Karapiro in January, with the goal in mind of making it through to the semi finals. Of the team of 18 paddlers for most this was their first Nationals, with extra credit going out to all our steerers, for two of whom it was their first time steering at sprint Nationals.

We have been quite fortunate that we have received ongoing and amazing coaching from Numa Kiriau, Haydn Parker, Lyall Reedy, with extra thanks and acknowledgements going out to Keith Parker who travelled from Hamilton on two occasions to run, might I add, very hard training camps. Our coaches have done a lot for the club with their ongoing support, recruiting, coaching and giving back to the paddlers which has just been outstanding and most appreciated by all the paddlers.

You'll be proud to hear that all three teams did extremely well at the Nationals and the training paid off. The men (*Team Mizone*) made it through to the semi finals in the 1500m / 500m and the combined women crews made it through to the finals in the W12 500m, coming 5th top team in NZ. *Team Booty in da house* made it through to the semi finals in both W6 500/1500 and *Team Whakakeke* made it through to the semi final W6 1500ms. Well done to all, for a very successful Nationals indeed.

Raukawa Comerford

HAVE WE GOT YOUR EMAIL ADDRESS?

Lots of stuff goes on around the club that isn't always on race programmes, notice boards, or schedules. The best way to find out what's happening is via our occasional email updates. Your email address is totally safe, used only for club purposes & you can unsubscribe at any time. So if you think you're missing out, drop us a line at

kokamo39@actrix.co.nz

The Launch of Tiua



On a rather breezy day in late March, what has become a piece of the furniture at Evans Bay Yacht Club, was dropped in the sea. Regular users of the hard stand will have come to consider the large steel hull, that stood first at the end of the Black Shed, & later in the furthest corner by the road, as having taken root, despite Graham's regular promises of "I think we'll be in the water in 3 months".

Graham built the boat from the keel up, starting around six years ago. He has a long

history of construction, having built in the past two kayaks, a 150HP speedboat, a geodesic dome and most of an aeroplane. Mary was understandable nervous about them committing to such a large and time-consuming project, but after having been put to the divorce test ("Will you divorce me if I don't let you build this?"), the plans for a Roberts 434 were purchased. They enrolled in Massey courses to assist them through the construction, for whilst the plans specified the external shape of the boat, Graham learnt how to use a CadCam system for all the internal design.

Whilst Graham maintained a fulltime job as an electrician, year after year, weekend after weekend, the modified design of the Roberts took shape, and the interior has become a work of art. From the four-way gimballed microwave bracket, the wet-weather gear drying cupboard that utilises warm air from the engine room, the jigsaw puzzle of polystyrene lining the boat from bow to stern, to the intricate layout of the floor panels, there is nothing they have not thought of, considered and found a clever solution to.

When launched, she sat quietly on her waterline as Mary christened her Tiua, "ride the wind". Graham says she needs a little more lead in the keel, & a bit more weight up front to sit perfectly balanced, but for now, for the first time in six years, they are just going to enjoy her as a boat – a launch - until her ketch configuration rigging goes up in a few months.



Eventually they plan trips, first to the Marlborough Sounds, then to Stewart Island, and then when everything is working perfectly (well as perfectly as things can work on a yacht), the tropics will

be getting an extended visit from Tiua. Meanwhile, the EBYMBC bank account is very sorry to lose such a long-standing and reliable contributor.

When you go into court you are putting your fate into the hands of twelve people who weren't smart enough to get out of jury duty - *Norm Crosby*

The Recreational Marine licensing debate

Who amongst us has not watched blatantly dangerous behaviour by a jetski rider, a yacht out after dark with no lights on, a fizz boat zooming around enclosed waters & not muttered darkly "What's the matter with these people, don't they know the rules?" But for New Zealand, which is one of very few Western countries that requires no level of boat registration or operator licensing for recreational marine users, there is no requirement to 'know the rules'.

At first glance this might seem like an invitation for disaster, scarcely a month goes by without a media report of a child injured by a jetski or a yacht on rocks. The rules of the road for boats are almost as complicated as those for car drivers, even more so when you consider that there are no road markings for boats to follow, signposts to guide, and no waves on the roads.

In Queensland, a marine license is required to operate a recreational boat which is powered by a motor greater than 6 HP. To obtain a Queensland recreational marine driver license you must be aged 16 years or older and demonstrate you are competent to navigate and manage a recreational boat by successfully completing an approved BoatSafe license training course. The fee is A\$36.90 for a life-time recreational marine driver license.

Canada's regulations are a little more vague, but state that "no person shall operate a pleasure craft unless the person (a) is competent to operate the pleasure craft (b) has proof of competency on board. But people born before 1983 operating a craft greater than 4m are excluded.

Victoria - An operator of any mechanically powered vessel, including yachts and trailer sailors, is required to hold a recreational boat operator licence. Operators of yachts and trailer sailors are exempt from holding a recreational boat operator licence only when operating under sail power alone. Their fees are annual, A\$27.60. Boat operators need to sit a computerised boating knowledge test, similar to the knowledge test for driver learner permits and need to answer correctly a minimum of 26 out of 30 questions to pass.

US laws vary from state to state – Connecticut requires operator licensing & boat registration, Florida, boat registration & operator licensing for persons under 21 years. In Oregon laws are undergoing change, but will eventually require both boat registration and operator licensing for any person operation craft of greater than 10hp. Texas requires an operator license for anyone under 18years. Yet Alaska, California, Hawaii have no boating safety requirements

In the UK, only inland waterways require boats to meet certain safety standards for licensing & have third party insurance.

On this basis we would certainly appear to be the odd nation out. But for those of you berating the ever-growing influence of the 'nanny state' Maritime New Zealand thinks not. The 2007 Review of the New Zealand Pleasure Boat Safety Strategy makes for interesting reading. Prior to a 1999 review of boating safety, fatality rates of around 22 per year were recorded, trending upwards. In 2006 the lowest boating toll on record of seven fatalities was recorded.



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What brought about the improvement? Recognition of four major areas of concern – the failure to wear lifejackets in boats prone to capsize, inability to communicate distress after an immersion accident, bad weather and sea conditions, and lastly alcohol. The Review concluded that ongoing skipper education, combined with reducing, as far as possible, any barriers to on-water training at a reasonable cost was the way forward.

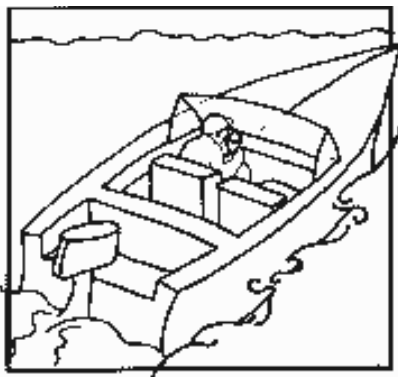
They are also considering mandatory alcohol limits for skippers, carrying of communications equipment (capable of surviving an immersion accident), fitted buoyancy for all craft under 6m, default wearing of lifejackets in craft under 6m, ongoing promotion of boating safety awareness, & taxpayer funding for safety programmes. Two options not encouraged by the forum, as it was considered their impact would be minimal, was powered craft registration and mandatory licensing for skippers.

Full & summarised versions of the report are at http://www.msa.govt.nz/recreation_intro.asp.

And the moral of the story is, do your Day Skippers course, or better still a Boatmasters, carry and wear lifejackets, know how to use a radio & keep it in a waterproof bag & watch the weather forecasts. Then just convince that nutcase on the jetski to do the same.

Thanks to Neil Blance, Daryl McGee, Raukawa Comerford, Tottie Campbell-Lamerton, Janey Goedhart, Murray Thomas, Phil Pollero from Coastguard & Lynette Hume-Merry for content & photos in this issue.

Editorial: What are we doing for Motor Boats?



By strange co-incidence, several people have commented to me recently on the absence of any form of competition or event specifically for Motor Boats. Given we do actually have the initials MB in our name, it would seem we should either be providing some form of competition for them, or just take the initials out (ooho, that suggestion's gonna get me in trouble!).

Motor boats come in many shapes, sizes & horse powers, so obviously an advanced handicapping system would be required, or is there another way in which they can compete on an even keel, so to speak.

More importantly, how would you motor boat owners like to be included, could you get together & having a discussion about how things could change, alternatively, given the rapidly falling trailer yacht & dinghy fleets competing on race days, should we just become a Cruising Club who generously organise some races for non-keelboats (now that one's really gonna get me in serious doodo!).

There's an AGM coming up folks, if this is a subject dear to your heart then the opportunity is being handed to you on a minuted platter.

Coastguard Courses

Lowry Bay YC are running the following boating courses over the next few months. These courses are not run very frequently, so if you're interested, this is a great opportunity. Notices, including course dates, are posted on the club noticeboard & www.ebymbc.org.nz.

Day Skipper, Boatmaster, Coastal Skipper, VHF & SSB, GPS

My mother buried three husbands, and two of them were just napping - Rita Rudner

Lower North Island Secondary School Championships 2008

The Lower North Island Secondary School Championship regatta is one of my favourite regattas of the year. It has a great level of competition leaving us all wanting to win, yet we still all manage to have as much fun as possible.

At this Lower North Island regatta it was great to catch up with friends from New Plymouth, Nelson, Kapiti and Wellington. The 420s are a real social boat to sail and racing as a Team adds to this. Some of us had just recently caught up at the North Island and National 420 class regattas in New Plymouth, and some others we last saw at Ngaroto early this year. As well as catching up with friends we all got heaps of experience in close on-the-water battles. Team's racing is such a great way to get into sailing; it makes us all think hard about every move we make. The Wellington regatta is an awesome way to polish up and test your skills before Nationals. It seems each year I have been to this regatta it has grown. This year, new teams such as Hutt Valley High, St Matthews and Woodford house joined us. We thought the weather wouldn't be ideal for sailing, but as it turned out it was fantastic. We managed to sail 106 races spread out across the three days. The races were tight this year with three teams finishing in the same position having to resort to a count back to decide the winner.

Thanks to the EBYMBC for putting on another excellent event. I also realise this would not be possible without sponsors, race officials, the onshore support people, coaches, managers and of course all the competitors who together made the three days a great fun event.

Many thanks
Janey Goedhart, Paraparaumu College

* * * * *

Results:

- 1st Lindisfarne, Napier (boys team) – 19 wins
- 2nd Scots College, Wellington (boys team) – 17 wins
- 3rd New Plymouth Boys – 15 Wins
- 4th St Matthews, Masterton / Woodford House, Napier – 11 wins (80 points count-back), 1st girls team
- 5th Napier Girls – 83 points count-back
- 6th Paraparaumu College (co-ed) 11 wins – 88 points count-back
- 7th New Plymouth Girls – 9 wins
- 8th Victoria University (invited guests – 2 days only) – 7 wins
- 9th Hutt Valley High (co-ed) 4 wins
- 10th Francis Douglas, New Plymouth (boys team) – 3 wins
- 11th Wellington Girls – 2 wins

106 races were run over the three day event. Over 80 students participated with around 30 volunteer parents and club members and supporters.

The event was in perfect teams racing breeze, which is a range of 4 – 18 knots. The first day was wet and cold but perfect winds, second day perfect conditions and dry, and the third day with an average breeze of 16 knots, which dropped during the morning, tested the skills of the sailors in boat handling, while still able to apply teams racing rules.

A big thank you to the sponsors of the event who provided prizes –

**Steve Larkin of Spotless Fire Services Limited
and
Matthew Vickers of Simply Security Limited**



Film showing

Sunday, June 29th, 7pm
Entry free

Deep Water tells the jaw-dropping story of Donald Crowhurst, a 'Sunday sailor' who, in 1968, set off on a race with eight experienced yachtsmen to single-handedly circumnavigate the globe – an unbelievable test of physical and mental endurance.

Crowhurst might not have had much of a nautical background, but he certainly had pluck. With limited funds from a local sponsor, he prepared his trimaran as best he could until his departure deadline, sailing off (still wearing his tie) with vital parts of his vessel unfinished. His anxiety set in as it became increasingly apparent that the craft might not last the journey.

Drawing from a remarkable arsenal of new interviews with his wife and son, archival news footage, audio log tapes and gorgeous 16mm footage taken by the lone sailor, *Deep Water* is a superbly constructed account of what it is to have a dream, and the unforeseen consequences that can follow.



House Report

Things are fairly quiet around the House, but there's always little bits & pieces going on. During Yvonne's well-earned holiday, Kerry & Shirley Rose have kindly been filling in on meals duty & by all accounts doing a fine job. Likewise our young barman, German, who has been working the Friday & Saturday shifts for several months has done an excellent job, but is now moving on. Matt McCullough's niece Connie will be taking over this role, who said there's no place for nepotism in the modern world.

You may have noticed the comings & goings of vending machines in the clubhouse, unfortunately both the soft drink machine & the snacks dispenser had various technical faults, & so have been/are to be removed after proving impractical. We do however, have a fine coffee percolator running, cups are available for free to clubhouse users.

Whilst the Super14 & Robbie Deans NZ coaching career may have come to an end, we are still showing rugby tests on the big screen, well, those that are being shown at a reasonable hour anyway.

Thanks to Trevor Weaver & Frances Broatch who have taken on the job of House stock-taking. With this in mind, & in face of increasing costs, it is fair to say that bar prices will have to be reviewed in the near future, but they will always be competitive, & come free with excellent company & a never ending supply of nautical banter.

Cheers, Bob

Some weasel took the cork out of my lunch – WC Fields

Facilities

First off, a huge thank you to Dorothy Fox, who has been an ever-dependable and highly conscientious Black Shed controller for a few of years now. Dorothy has handed over the reins to Ryan "Rowdy" Leatham, who sails a Paper Tiger. Black Shed users will also have noticed that all the new doors have been installed, the old main doors being rotten, & the rescue entrance doors needed widening.

Space allocation in the Black Shed is being reorganised. LTS boats are being moved into the shed previously known as the Flying Fifteen shed, now to be known as...wait for it...the Learn-to-Sail Shed. Space freed up in the Black Shed will be used to provide some storage space to the Fishos (WSAC) & the ever-expanding Sailability fleet. There will also be a concerted effort to allocate boat storage space according to use, i.e. if you use your boat regularly you will get a more user-friendly space, & if you don't use your boat very often, well, you get the picture. Anyone who has any issues about this reallocation should contact Club Captain Matt McCullough, we don't want to scare Ryan off before he's completely cut his new teeth. An Allocation Day is to be scheduled, this will be advised via email.

But there's a lot more to Facilities than just the dinghy shed. Other maintenance work happening around the club includes the installation of gates on the external LTS 420 area has been completed, many thanks to Neville Clark for his hard work on this. Security for the Trailer Park is still under consideration. Whilst it will be possible to supply the area with more power outlets, the provision of security lighting is a very expensive option, so any other suggestions would be much appreciated. It should also be noted that spaces in the Trailer Park are in high demand, so if you're not using your boat, please consider alternatives.

The Sailability toilet plans have been completed & approved by the Council (yes, it does happen), all we're waiting on now is the funding. Thanks to Trevor "more than just a webmaster" Weaver for the electrical work he's doing around the clubhouse, & lastly, but far from leastly, Matt would like to thank his missus, Deidre, for allowing him all the time he is spending on repairs to Wakarere (see photo back page, the insides have been completely gutted, Matt & Rory are now working on replacing the ribs, floors & mast step, & will then rebuild the interior & modify the rig). You're a star, Deidre.

Matt McCullough, Club Captain, as 'dictated' to the Editor



Fishing for beginners by Alison Pritchard

I promised my taller half a fishing trip for Christmas (2006, cough). Our own efforts usually produce nothing more than a few spotties for the cat, so we wanted to see how the professionals do it. After much web surfing, asking for recommendations & general faffing around, I booked a trip with Pete Lamb Fishing.

You may remember that Anzac Day was a fine & calm one, which was just as well at 7am as we stood with our rent-a-crowd on the dock, facing a day out in the elements. Pete has two boats, Millicent & Daniel, which fish from Mana & Seaview respectively.

The Spinnaker

There was a very light southerly blowing on our day, so Mana & Millicent it was.

First up was a couple of hours fishing in 40m near Pukerua Bay. The back of the boat, in particular the starboard corner seemed to be the winning spot, one chap there caught three snapper, our friend Cheryl next to him caught two, & Murray in the port corner caught one. Meanwhile, other people around the boat landed numerous kahawai, a couple of terakihi, a kingfish that would have fed a family of four but still went back as undersized, several small red fish referred to by those in the know as scarpies & a couple of truly horrible blind eels. Murray hooked a monster of unknown lineage, but the monster won, taking with it the sinker, hooks & trace, Murray's still going on about it (yawn).

To keep us amused while we waited for bites, a pod of well over a hundred dolphins enjoyed the calm sunny weather, swimming all around & under the boat & generally filling the air with 'Ooohs' & 'Ahhs'. Even the crew were impressed, & these guys are as laid back as they come.

Some time mid morning, we up-anchored & moved out towards what felt like the middle of Cook Strait, well out from Mana Island anyway. The regular rods were put away & the big guns brought out. With only about seven of these rods & their massive tackle available, all us punters took turns, which wasn't a bad thing anyway as even just pulling up an empty line from 150m was exhausting, it was good to have a break between drops. This time we were strapped in, rod holders around the hips, belts around the waist that clipped to the rod, I guess there's probably a technical term for this stuff, but whatever it was called, it proved essential when the battle began.

In these depths the boat obviously can't anchor, so Pete spent the afternoon manoeuvring the boat against breeze & tide, and did a fine job of it too. With seven people fishing, it was inevitable that lines would get tangled, so the crew, Alan & John, were constantly on the move, shifting people around as their lines crossed, offering advice, unsnagging bottom-hooked lines, or confirming that what felt like the sea floor was in fact a very large fish, & most importantly they brought the fish on board.



On my first drop, (it takes about 3 minutes, just to get the sinker down to the bottom), I hooked what felt like a woolly mammoth. An epic battle ensued, mind over fish, arms against fins, & I wasn't sure if my arms were up to the challenge. But with back seat support & expert instruction, about 20 minutes later he was landed, a monster hapuka, all of 65lbs, the record catch for the day. But it turned out I couldn't claim all the credit as I

wasn't the only one who hooked him, the young lad in the left of the picture hooked him first, but obviously unimpeded by this, the fish must have grabbed my bait too, & we both fought him (& probably each other) the whole way up, hence why am nursing a very sore arm, the kid's stronger than he looks.



By late afternoon we had about eight hapuka to add to the snapper & kahawai & the chilli bins were waving white flags. Alan & John aproned up and filleted all the way back to the marina. By the time we got in, there wasn't a

The Spinnaker

scale or bone in sight, just mountainous piles of fillets & steaks, & a few cheeks(?). Everything was divvied out into plastic bags, & when we got home, very tired & windswept, it weighed in at around 4kg of fish each, which covered half the cost of the trip. Fresh snapper & hoki for dinner, oh how we suffered for our sport.

So this is my free publicity plug for Pete Lamb, we can't say enough good stuff about what an excellent day it was, the crew were great, the lunch they laid on was delicious & the results speak for themselves. Check out his website, and make sure you have plenty of room in your freezer before you go.



The sweat poured from Neil Curries' brow as Kokotahi began the start sequence for the East-West Dash.



Suspicious were raised as to Matt's commitment to a short stay on the hardstand, when first a staircase, then a letterbox were installed.

